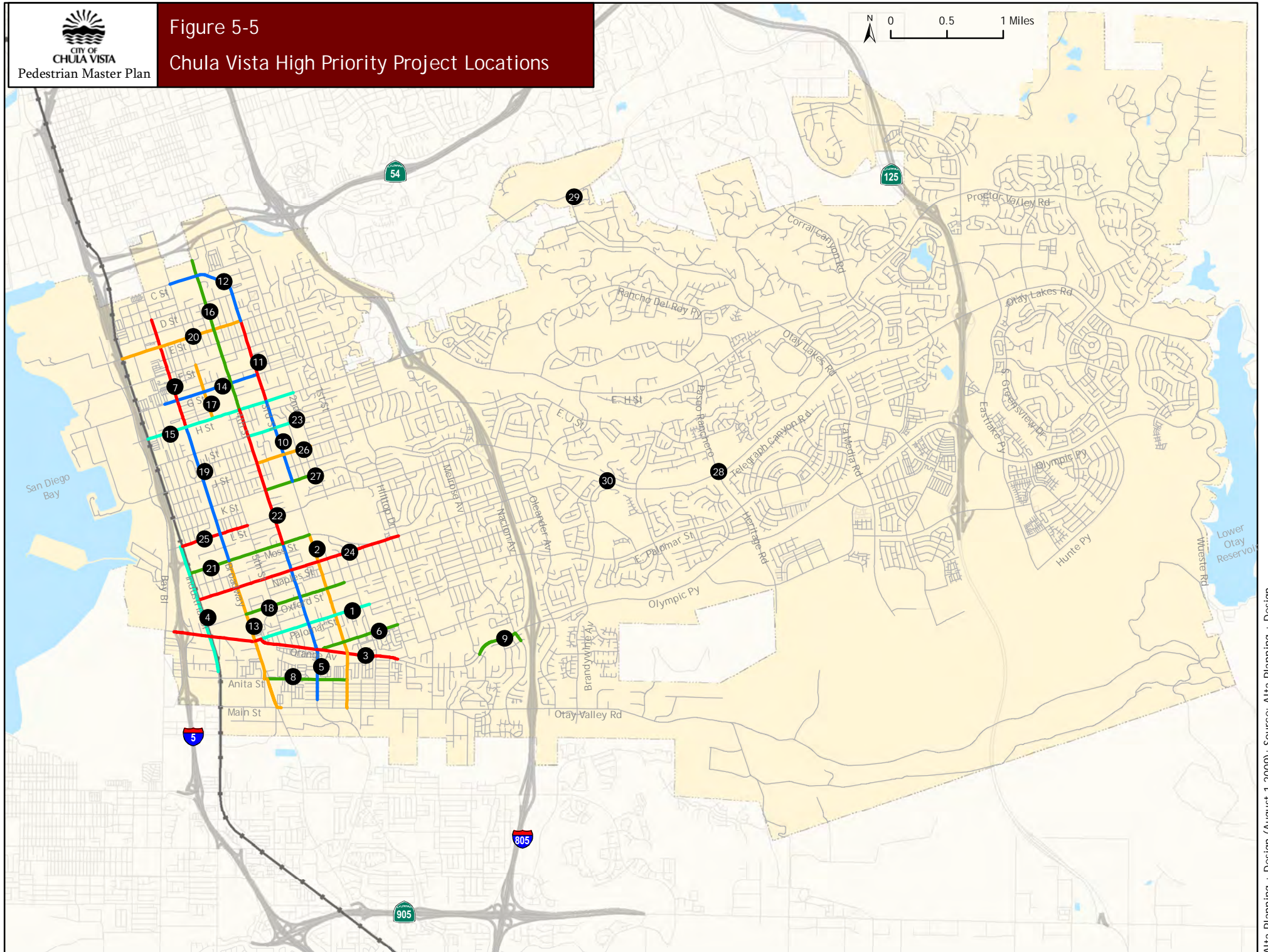


Figure 5-5
Chula Vista High Priority Project Locations



[RECOMMENDED IMPROVEMENT PROJECTS]

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Table 5.2
Chula Vista Pedestrian Master Plan High Priority Project Areas

Rank	Project Area Location			Type	Quadrant	Points
	High-Priority Corridors					
	Segment	From	To			
1	Palomar Street	Orange Avenue	Second Avenue	Corridor	SW	16.59
2	Third Avenue	Moss Street	Main Street	Corridor	SW	15.65
3	Orange Avenue	Palomar Street	Second Avenue	Corridor	SW	15.60
4	Industrial Boulevard	L Street	Anita Street	Corridor	SW	15.29
5	Fourth Avenue	Moss Street	Main Street	Corridor	SW	14.48
6	Quintard Street	Orange Avenue	1 st Avenue	Corridor	SW	14.04
7	Broadway	D Street	H Street	Corridor	NW	13.96
8	Anita Street	Broadway	Third Avenue	Corridor	SW	13.90
9	East Orange Avenue	Max Avenue	Interstate 805	Corridor	SW	13.89
10	Third Avenue	H Street	K Street	Corridor	NW	13.88
11	Third Avenue	E Street	H Street	Corridor	NW	13.76
12	C Street/Third Avenue Extension/Third Avenue	Fifth Avenue	E Street	Corridor	NW	13.72
13	Broadway	Moss Street	Main Street	Corridor	SW	13.63
14	G Street	Broadway	Third Avenue	Corridor	NW	13.49
15	H Street	Interstate 5	Second Avenue	Corridor	NW	13.33
16	Fourth Avenue	State Route 54	H Street	Corridor	NW	13.20
17	Fifth Avenue	F Street	H Street	Corridor	NW	13.19
18	Oxford Street	Broadway	Second Avenue	Corridor	SW	13.09
19	Broadway	H Street	Moss Street	Corridor	NW/SW	12.80
20	E Street	Interstate 5	Third Avenue	Corridor	NW	12.75
21	Moss Street	Industrial Boulevard	Third Avenue	Corridor	SW	12.38
22	Fourth Avenue	H Street	Moss Street	Corridor	NW/SW	12.24
23	I Street	Fourth Avenue	Second Avenue	Corridor	NW	12.24
24	Naples Street	Industrial Boulevard	Hilltop Drive	Corridor	SW	12.24
25	L Street	Industrial Boulevard	Fifth Avenue	Corridor	SW	11.91
26	J Street	Fourth Avenue	Second Avenue	Corridor	NW	11.24
27	K Street	Fourth Avenue	Second Avenue	Corridor	NW	10.76
	High-Priority Intersections					
28	Paseo Ranchero/Heritage Road and Telegraph Canyon Road			Intersection	E	11
29	Otay Lakes Road and Bonita Road			Intersection	E	10
30	Medical Center Drive and Telegraph Canyon Road			Intersection	E	10

Note: Corridor priority scores are rounded to the nearest hundredth. Corridors are listed in order according to their actual priority scores.

Source: Alta Planning + Design, March 2010

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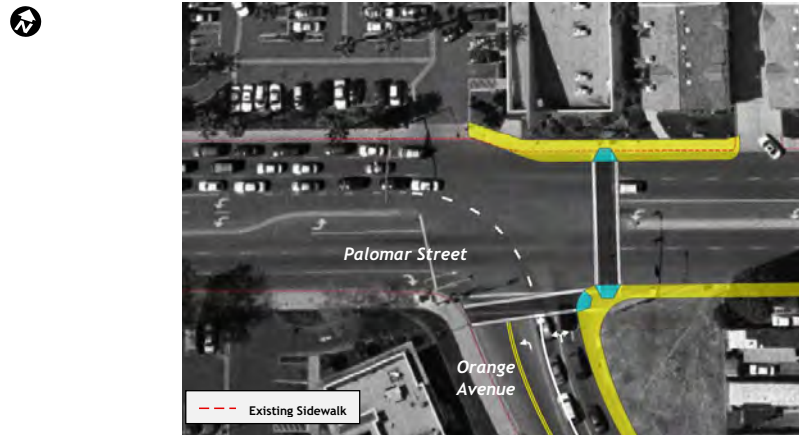
Project 1: Palomar Street Corridor: *Orange Avenue to Second Avenue*

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 0.94 mile high priority project along Palomar Street is lined with a mixture of medium and low density residential land uses. The corridor is four lanes with a wide painted median. There is one intersection along this corridor, a three-legged intersection at Orange Avenue, with an unusual geometry. The segment has moderate daily traffic volumes. The posted speed limits range between 30 and 35 mph. The area is additionally challenging for pedestrians due to the sporadic sidewalk gaps at the western end of the project area. This high priority project ranked 1st out of a total of 30 high priority projects, scoring 16.59 out of a total 18.0 priority points.</p>	<ul style="list-style-type: none"> • Install sidewalk along all segments of the corridor where sidewalk is missing (Project Missing Sidewalk). • Install ADA compliant curb ramps at all intersections where missing (Project Missing Curb Ramp) and where sidewalk improvements are recommended. • Non-project missing sidewalk and non-project missing curb ramps are outside of the scope of this project and are displayed for informational purposes only. • Orange Avenue/Palomar Street: widen sidewalk on the north side of the intersection; extend curb on the northeast corner; convert separate through and right turn lanes at the northbound Orange Avenue approach to this intersection to a shared through-right turn lane; install new sidewalk, perpendicular curb ramps and reduce turning radius at the southeast corner of the intersection; realign crosswalk on the south leg of the intersection, and install a new crosswalk on the east leg. • Second Avenue/Palomar Street: extend curb and add new curb ramps on the northwest and northeast corner; install standard crosswalks on all four legs of the intersection; setback stop limit lines at all four approaches to the intersection. <p>Cost Estimate: \$342,260</p>

Project Extent



Orange Avenue/Palomar Street Improvements



Second Avenue/Palomar Street Improvements



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Project 2 (sheet 1 of 2): Third Avenue Corridor: Moss Street to Orange Avenue

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 1.1 mile segment of high priority project along Third Avenue begins at the southwest corner of the San Diego Golf Course, and traverses retail as well as commercial areas, and community destinations, such as the MAAC Community Charter School. The corridor is served by the regional MTS bus route 929 and has moderate transit ridership rates all along the corridor. The area includes multiple large intersections with multiple turn lanes. The project has high average daily traffic volumes and posted speed limits are 35 mph. The segment displayed on this sheet 1 of 2, is a portion of the high priority project ranked 2nd out of a total of 30 high priority projects, scoring 15.65 out of a total 18.0 priority points.</p>	<ul style="list-style-type: none">• Install ADA compliant curb ramps at all intersections where sidewalk improvements are recommended.• Non-project missing sidewalk and non-project missing curb ramps are outside of the scope of this project and are displayed for informational purposes only.• Third Avenue/Moss Street: extend curb and widen sidewalk on the northwest, northeast, and southwest corners; install crosswalks and stop line bars at all intersection legs; install a choker on the southeast leg; and restripe lanes along the Moss Street intersection approach.• Third Avenue/Naples Street: extend curbs on the northwest and southwest corner; widen sidewalks on the northeast leg; shorten raised median on the south leg; convert the separate through and right-turn lanes on both legs of Naples Street to shared through-right turn lanes; and install standard crosswalks with advance stop line bars at all intersection legs.• Third Avenue/Oxford Street: extend curbs and widen sidewalks on the northeast, southeast and southwest intersection legs; convert the separate through and right-turn lanes on the westbound Oxford Street approach to a shared through-right turn lane; and install standard crosswalks and advance stop line bars at all intersection legs.• Third Avenue/Palomar Street: install standard crosswalks and advance stop line bars at all intersection legs; extend curbs into Third Avenue on the southwest and southeast legs; widen sidewalks on the southeast leg; and extend the median to the stop line bar on the south leg of the intersection. <p>Cost Estimate: \$567,485</p>

Project Extent



Third Avenue/Moss Street Improvements	Third Avenue/Naples Street Improvements	Third Avenue/Oxford Street Improvements	Third Avenue/Palomar Street Improvements

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Project 2 (sheet 2 of 2): Third Avenue Corridor: Orange Avenue to Main Street

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 0.49 mile segment of high priority project along Third Avenue traverses residential and mixed residential-commercial areas. The corridor is served by the regional MTS bus route 929 and demonstrates moderately high transit ridership rates. The area includes multiple large and complex intersections with multiple turn lanes, such as the Third Avenue/Orange Avenue intersection and Third Avenue/Main Street intersection. The segment has moderate to high average daily traffic volumes and posted speed limits are 35 mph on Third Avenue between Orange Avenue and Main Street. The combination of significant vehicular traffic and large intersections create potential conflicts between pedestrians and vehicles. The area is additionally challenging for pedestrians because it lacks sidewalk for long segments of the project area. The segment displayed on this sheet 2 of 2 is a portion of the high priority project ranked 2nd out of a total of 30 high priority projects, scoring 15.65 out of a total 18.0 priority points.</p>	<ul style="list-style-type: none">• Install sidewalk along all segments of the corridor where sidewalk is missing (Project Missing Sidewalk).• Install ADA compliant curb ramps at all intersections where missing (Project Missing Curb Ramp) and where sidewalk improvements are recommended.• Non-project missing sidewalk is outside of the scope of this project and is displayed for informational purposes only.• Third Avenue/Orange Avenue: widen sidewalks on the east side of Third Avenue north of the intersection; extend the curb on the northeast corner; install a channelized right-turn lane with landscaped pedestrian island on the northwest corner; realign the crosswalk on the north, west, and east intersection legs; and install ladder crosswalks with advance stop line bars.• Third Avenue/Tremont Street: extend the curb on the northwest corner; install standard crosswalks on the west and east intersection legs; and install median in the north intersection leg.• Third Avenue/Main Street: install a pedestrian island on the northwest corner to provide a pedestrian refuge and shorten crossing distances; install raised medians on the west and east legs of Main Street; install ladder crosswalks on all intersection legs, including between the pedestrian island and curb on the northwest corner. <p>Cost Estimate: \$553,691</p>

Project Extent



Third Avenue/Orange Avenue Improvements	Third Avenue/Tremont Street Improvements	Third Avenue/Main Street Improvements

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Project 3 (1 of 2): Orange Avenue / Palomar Street Corridor: *Palomar Street (Bay Boulevard to Orange Avenue)*

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 0.86 mile segment of high priority project along Palomar Street begins in a predominately industrial area and extends into a community shopping area. From Bay Boulevard to Broadway average traffic volumes exceed 30,000 vehicles per day. The posted speed limit along this project segment is 35 mph. The segment also intersects I-5, which serves as a barrier to pedestrian travel. Several pedestrian crashes occurred between 2002 and 2007 along this project segment and it received several public comments regarding safety concerns via the Pedestrian Master Plan survey. The segment includes the San Diego Trolley Palomar Street Station and is served by the local Chula Vista bus route 701, which explains the high daily transit ridership rates recorded at the Industrial Boulevard/Orange Avenue intersection. The project segment overlaps with the Palomar Gateway Community Transit Area Project, which is a fully-funded and partially constructed project. The Palomar Gateway Project includes plans to install landscaping on both sides of Palomar Street between I-5 and Industrial Boulevard. Enhanced concrete paver crosswalks were installed at the Industrial Boulevard/Palomar Street intersection as a part of the Palomar Gateway Project. This segment is a portion of a high priority project that scored 15.6 out of a total 18.0 priority points and is ranked 3rd out of a total of 30 high priority projects.</p>	<ul style="list-style-type: none"> Install sidewalk along the segment of the corridor where sidewalk is missing (Project Missing Sidewalk). Install ADA compliant curb ramps at all intersections where missing (Project Missing Curb Ramp) and where sidewalk improvements are recommended. Non-project missing sidewalk and non-project missing curb ramps are outside of the scope of this project and are displayed for informational purposes only. I-5 SB Ramp/Palomar Street: install standard crosswalks on west and south intersection legs; and install an advance stop line bar on the west leg. Murrel Drive (Private)/Palomar Street: install standard crosswalks on all legs of the intersection; install advance stop line bars on the west and east legs; and install a new curb ramp on northeast corner of this intersection. Private Drive/Palomar Street: install standard crosswalks on the west, south, and east intersection legs; install advance stop line bars on the west and east legs; and install a new curb ramp on the northeast corner of this intersection. Cost Estimate: \$118,108

Project Extent



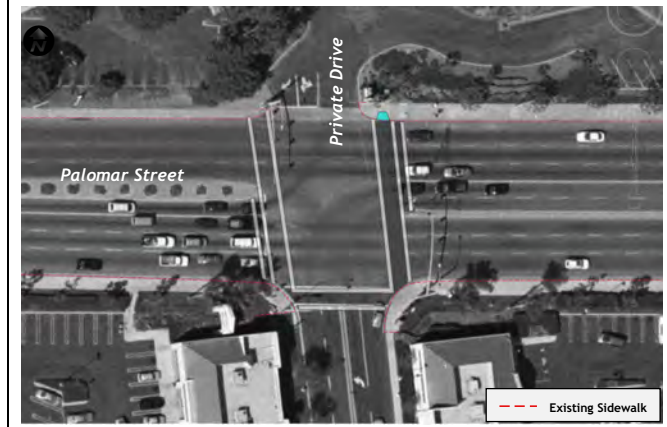
I-5/Palomar Street Improvements



Murrel Drive (Private)/Palomar Street Improvements



Private Drive/Palomar Street Improvements



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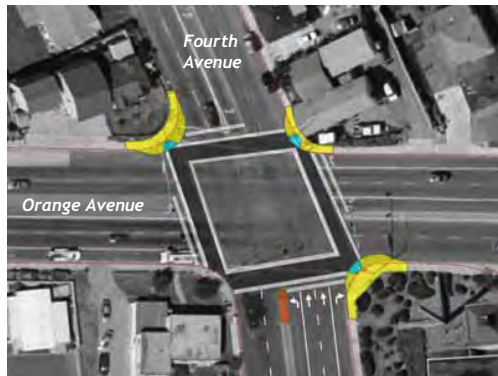
Project 3 (2 of 2): Orange Avenue / Palomar Corridor: *Orange Avenue (Palomar Street to Second Avenue)*

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This approximately one mile segment of high priority project traverses residential areas and areas with a mix of residential, commercial, and public land uses at the far eastern end of the segment. The area includes multiple large and complex intersections with multiple turn lanes, such as the Fourth Avenue/Orange Avenue intersection and Third Avenue/Orange Avenue intersection. The segment has moderate average daily traffic volumes and posted speed limits are 40 mph on Orange Avenue between Palomar Street and Second Avenue. The project area includes segments of missing sidewalk and intersects multiple roadways with missing sidewalk. This corridor also received several public comments regarding safety concerns via the Pedestrian Master Plan survey. According to the 2000 US Census there is a relatively high percentage of residents living around this corridor who commute to work as pedestrians. This segment is a portion of the high priority project that ranked 3rd out of a total of 30 high priority projects, scoring 15.6 out of a total of 18.0 priority points.</p>	<ul style="list-style-type: none"> • Install sidewalk along all segments of the corridor where sidewalk is missing (Project Missing Sidewalk). • Install ADA compliant curb ramps at all intersections where missing (Project Missing Curb Ramp) and where sidewalk improvements are recommended. • Non-project missing sidewalk is outside of the scope of this project and is displayed for informational purposes only. • Orange Avenue: reduce the Orange Avenue cross-section between Palomar Street and Fourth Avenue, from 4-lanes to 2-lanes with bike lanes and a landscaped parkway. • Fourth Avenue/Orange Avenue: extend curbs into Orange Avenue on the northwest and southeast corners; extend curb into Fourth Avenue on the northeast corner; install standard crosswalks with advance stop line bars on all legs; extend median along the south leg; and restripe lanes at the south legs. • Second Avenue/Orange Avenue: install standard crosswalks on the west, north, and east intersection legs; install advance stop lines on the west and east legs. • Cost Estimate: \$349,025

Project Extent



Fourth Avenue/Orange Avenue




Second Avenue/Orange Avenue



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Project 4: Industrial Boulevard Corridor: L Street to Anita Street

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 1.22 mile high priority project along Industrial Boulevard parallels the MTS San Diego Trolley line that runs along the western border of Chula Vista's urbanized western neighborhoods. The Palomar Trolley Center, located south of the Industrial Boulevard/Palomar Road intersection, serves as a major pedestrian trip attractor. There are several other pedestrian attracting land uses nearby, including Harborside Elementary School and Harborside Park. The corridor is characterized by a diverse mix of land uses, including mobile homes, retail and industrial. This corridor is highly problematic for pedestrians due to the lack of sidewalks along the majority of the corridor, numerous driveways on the west side due to the industry and commercial uses, and its intersection with I-5 NB ramps and Palomar Street, a high volume roadway. The City has fully funded construction plans to make drainage and pavement improvements, install curb/gutter, sidewalk, and curb ramps on the east side of Industrial Boulevard between Palomar Street and Naples Street and to install Class II bike lanes on both sides of Industrial Boulevard between Palomar Street to Naples Street. This high priority project does not factor in the costs of these already funded improvements. This high priority project ranked 4th out of a total of 30 high priority projects, scoring 15.29 out of a total 18.0 priority points.</p>	<ul style="list-style-type: none">• Install sidewalk along all segments of the corridor where sidewalk is missing or unfunded (Project Missing Sidewalk) and ADA compliant curb ramps at all intersections where missing or unfunded (Project Missing Curb Ramp).• Non-project missing sidewalk and non-project missing curb ramps are outside of the scope of this project and are displayed for informational purposes only. <p>Cost Estimate: \$701,135</p>
Project Extent	
 <p>The map displays the project extent along Industrial Boulevard from L Street to Anita Street. The corridor extent is highlighted in blue. Red lines indicate segments where the project will install missing sidewalks. Blue dots mark locations where the project will install missing curb ramps. Dashed lines and black triangles represent non-project missing sidewalks and curb ramps, respectively. A north arrow is located in the lower right quadrant of the map area.</p>	

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Project 5: Fourth Avenue Corridor: Moss Street to Main Street

Description of Area and Issues	Improvement Recommendations and Cost Estimate
<p>This 1.5 mile high priority project along Fourth Avenue is predominately residential with a significant portion of multifamily residential. Several schools are located along this corridor, including Del Rey High School, Lauderbach Elementary School, and Montgomery Elementary School. The corridor intersects three other high priority project corridors. The City plans to install sidewalk along the west side of Fourth Avenue from L Street to Orange Avenue, curb ramps along this segment, and driveway aprons. This is a fully funded project and therefore the costs of these treatments are not included in this project cost estimate. The area is particularly challenging for pedestrians because it lacks sidewalk for long segments of the project area and intersects multiple roadways that lack sidewalks. The segment has moderate average daily traffic volumes and posted speed limits are 35 mph. Several crashes have been reported at multiple intersections along the corridor between 2002 and 2007. These safety issues combined with the presence of schools and homes makes this a high priority for pedestrian improvements. This high priority project scored 14.48 out of a total 18.0 priority points and ranks 6th out of a total of 30 high priority projects.</p>	<ul style="list-style-type: none"> • Install sidewalk along all segments of the corridor where sidewalk is missing (Project Missing Sidewalk). • Install ADA compliant curb ramps at all intersections where missing (Project Missing Curb Ramp) and where sidewalk improvements are recommended. • Non-project missing sidewalk and non-project missing curb ramps are outside of the scope of this project and are displayed for informational purposes only. • Fourth Avenue/ Anita Street: extend curbs on all four corners and install high visibility ladder crosswalks with advance stop lines on all legs of this intersection. <p>Cost Estimate: \$97,895</p>

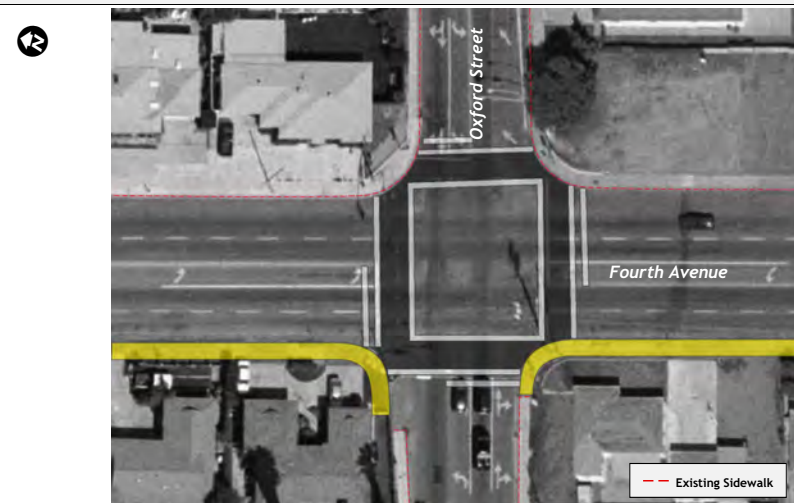
Project Extent



Fourth Avenue/Naples Avenue Improvements



Fourth Avenue/Oxford Street Improvements



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